



April 28, 2015

State of Vermont Agency of Transportation
Southwest Regional Construction Office
61 Valley View
Mendon, VT 05701

Attn: Chris Williams, R.E.

Re: *Castleton BRF 015-2(10) Bridge No. 93*
Critical Path Method (CPM) Schedule – Baseline Narrative

Dear Mr. Williams:

Enclosed you will find WM Schultz Construction's (WMSCI) initial baseline schedule for the above referenced project. The baseline schedule is set by grey bars and item tasks are blue while critical items are shown in red.

Project milestones are separated into a grouping at the top of the schedule; and submittals (with an allotted 21 working day review time) are listed below the project milestones. The 21 days is VTRANS allowed approval time from date of submittal. For scheduling as of now each submittal is set with an anticipated submittal date and expected return deadline. If resubmissions occur the dates will be adjusted accordingly. At this time due to physical construction start being some time away no submittals fall on the programs critical path. However the importance of the timely review of the next beams is important due to lead time on materials, casting and cure time and the fact that some other items for example Bridge Rail and Erection plan require information from approved next beam shops. The next section is project notifications followed by the physical work items. Although physical construction will not begin on site until the end of June, we currently have our project team working on preparing submittals, meeting with subcontractors and vendors, engaging outside engineers for the various plans required and making periodic site visits to review means and methods. During the BCP and RCP our intent is to work continuously 24 hours per day, utilizing two 12 hour shifts as needed. The schedule within the BCP is setup with item durations set in calendar days while tasks before and after are typical Monday through Friday work days.

We currently show a 6/22/15 start with mobilization, job setup, installation of erosion control measures and other items to setup the work site. Our first major items will be access and installing approximately 70 feet of the pile sheeting in the western corner before the shutdown. This work is only occurring at abutment # 2. This is the North West corner and approximate stationing 599+75 to 600+50 along the rail road. Once complete the focus will shift to removing the existing bridge, installing the rest of the sheeting along the rail road, installing piles and abutments. We currently plan to work around the clock on most items with the exception of the sheeting and piles which due to the noise restrictions will

be completed during typical daytime work hours. The work for both abutments will occur simultaneously. Once cure time is complete on the substructures we will set next beams, form and pour the closures and reconstruct the road to tie into the new bridge. At this time the remaining "asthetic" work, railing, paving and striping will occur. The final major item will then be to perform the rail road lowering. The only milestones shown are the implementation of the detour and opening the road. The constraints used are the start which is currently set as not earlier than 6/22/15, Begin BCP on 7/6/15 and End BCP on 7/31/15.

The rail road work involves the removal and installation of materials and is separated from the bridge work. Milestones are shown for the shutdown and opening of the bridge and rail road, the BCP start date is controlled by a start no earlier than constraint. The overall work items schedule is broken down into Pre-BCP, BCP, Post-BCP and Rail Road group, we will also provide hourly break downs to further clarify the Bridge and Rail closure periods. The major items of work to be accomplished during the Pre-BCP phase are mobilization and site setup. During the BCP the logical sequence of removal, excavation, setting of precast and then backfill are followed. The shutdown of RT 30 is depicted as a milestone and is currently set so the I/D begins the first Monday allowed by the special provisions, (after the 4th of July); it is not our intent but if this changes due to circumstances as the project progresses over the next few weeks the required notification will be provided to VTRANS. The Post-BCP will consist of clean up and minor items. The Rail Road items will be the repeat process of removing manageable sections of tracks, excavation of material, placing new ballast, replacing ties, aligning and resetting rail.

We welcome any and all comments or concerns that VTRANS has to offer on this baseline schedule. If you have any questions about this schedule please contact me. Thank you.

Sincerely,
W.M. Schultz Construction, Inc.



Michael D. Garn
Asst. Project Manager